12-7-1977

Avion 1977-12-07

Embry-Riddle Aeronautical University

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Army Aviation Associations ERAU Employees

Kenrie Richardson, Veteran's Affairs, and Mary Dittemore, Administration, were awarded certificates of appreciation by the Embry-Riddle chapter of the Army Aviation Association of America (AAAA). AAAA President David Keith presented the awards to the two women at the annual professional banquet held at the Boardwalk Holiday Inn Friday evening.

Citing exemplary cooperation with the Veteran's community and particularly effective assistance in student dealings with the Veteran's Administration, Keith presented Mrs. Richardson the Certificate of Appreciation on behalf of the 104 AAAA members for a job done in an exemplary fashion. Mary Dittemore was honored for her tireless efforts in assisting active duty military personnel in their admittance to ERAU.

Keith emphasized that the awards were in recognition of services and considerations that were well in excess of what is normally expected of administrative staff members, and that the national chapter welcomes opportunities to honor those who aid its members.

Army Aircraft Inc. Mr. Ron Meritt to address the AAAA members on current helicopter programs. Mr. Meritt discussed the UH-60 Blackhawk, the U.S. Army's new tactical helicopter, citing the aircraft as the most sophisticated helicopter in production in the world. Meritt's film and lecture presentation outlined what military rotary wing aviation concepts through the turn of the century will be. Increased crashworthiness, reliability, range capacity and speed are coupled with lowered maintenance requirements to give the Army increased aviation flexibility and dependability.

OΔK Honorary Taps 19

On the Delta Kappa, the national leadership and scholarship honorary, tapped 19 of ERAU's outstanding upperclassmen for membership Sunday night at the President's Residence.

The initiates were selected on a basis of scholarship, participation in school and civic affairs, and leadership as evidenced by supervisory and elective positions.

The initiates were: Jacqueline Adams, Daniel Farneth, Paul Giacomelli, Paul Harrer, Ray Katz, Kenneth Nishi, David Keith, Robert Lannon, Allen Matusch, Joseph Ohi, John Scharff, Terry Smith, William Streak, Eamon Staver, Thomas Ment, Johnathan Tedder, Anne Wilson, Sally Soliman, Craig Sabatke.

Photo by Burki

Locomoting In The UC

Photo by Burki

College Is Stimulating

Photo by Henry

Sour Grapefruit
EDITORIAL

By Ray D. Kotas
Avion Editor

This is the last issue of the AVION for the Fall trimester. As a historical perspective let's take a quick at the events of the last 3 years. First and foremost, the new IRAA Committee has been formed. It's different; but the improvements over the old is still subject to discussion. Ron Alls and Al Grassley have had their hands full getting the new procedures implemented. I appeal your abilities in this - it is extremely difficult to do your job when the rules are still uncertain. But have faith on their campaign with the student body. The committee of the promise of getting more students involved in the operations of the S.G.A.

To conform with the other organizations under the S.G.A., E.U.R.U. and the Editorial, Social Functions, under the leadership of Amazing Shirley, have provided the student body with more and varied activities than the school has seen in quite a while. And with Edie, the Editor's Editor, we've seen some editorial workshops with B.U.C.E. But can Jimmy continue to just ask for money from the S.O.G.? It seems that Social Functions should help to pay their own way even in a small way, as the other organizations do.

Avion has modified their another trimester. Although the changes to the magazine are quite good and are earning E.R.U. some money, their radio program still leaves a lot to be desired. Mike Jowett is addicted, but does he think his staff is capable of handling the added responsibility of radio? The Phoenix, too, has been better organized than it was in the last several years. Linda Towner was even responsible for the Tristan last trimester, but is it going to be finished yet? Must not last but least, the AVION - it's been the best year yet.

Better articles, more advertising, and an all around larger magazine. But I don't think it's the only way to go. I wish it could be that many responsible responsibilities or organizations will be to their wishes.

For all the rest, Happy Holidays, Merry Christmas, and have a good New Year.

Letter to the Editor

Mr. Ray Kotas
Avion Editor
Daytona Beach, Fla. 32114

As the semester draws to a close, I would like to make one request that after many letters, talks, and chances to have my hands on it, I get their attention and E.R.A.U. would accept more pilot quotas for the Air Force ROTC program than any other university in the nation. Now I know that 14 pilot quotas for E.R.A.U. is not more; but do believe. At this writing, 31 pilot quotas for E.R.A.U. sophomores, only five people have been fully qualified. The biggest problem seems to lie today, in the necessity to be considered a pilot candidate for the Air Force. It seems to me that the other years have been better organized than they were this past year.

That pretty much covers the most. Most everything is on the up and up, but there are still plenty of problems to solve. If you've got any problems or suggestions for the magazine, you've got a few lines to go to the Editor. The student body should have the many responsible responsibilities or organizations that will be to your wishes.

The Avion Staff

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E.L. RENNY AERONAUTICAL UNIVERSITY

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BUSINESS MANAGER

LAYOUT EDITOR

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Volume 27, Issue 12
Wednesday, December 7, 1977

Published weekly throughout the academic year and bi-weekly throughout the summer and distributed by The AVION, Embry-Riddle Aeronautical University, Daytona Beach, Florida, 32114. Phone 252-5561 extension 313, Treasurer Subscriptions - $3.25.
Clowns For A Day!

By Jimmy Hillinger

What a day! The Locomotion Circus tent did capture the hearts of the Ximley-Riddle students and parents alike as they took over the U.C. for an afternoon of fun and games. With a packed house for both the morning and afternoon shows, this traveling circus proved to be a major hit with both the faculty and staff.

The exhilarating hour plus performance of the clown's physical and comedic abilities made our students feel like they were in an entertainment medium that they had not seen before. The entertainers were truly professionals, and the crowd enjoyed their presence.

The American Association of Professional Consultants (AAPC) will have a summer intern position at Washington, D.C., for a senior who has demonstrated leadership in the field of business management.

The AAPC intern will be expected to attend associations' meetings and events, to prepare reports on the associations' activities, and to assist in the association's day-to-day operations.

What has been termed the "rip-off" of the new NCAA regulations on the use of private transportation has led to court action on both sides of the issue. The NCAA and the universities have been fighting over this issue for years, and the recent court action is the latest in a series of legal battles.

We did get a view of our new stage which will help us provide professional services more effectively.
It was another excellent weekend for everyone as the brothers of Sigma Chi went first class all the way. On Friday, a weather alert was called from the National Weather Service, and everyone headed for the Student Center. We were pleased to see many of our brothers attend and really got to know them better outside the classroom. We hope they also had an enjoyable time partying with their fellow workers. We plan to do more of the same here in the near future, in hopes of improving the student/faculty relations.

On Saturday, we were fortunate enough to attend the wedding of alumni Steve Whitlock to former Sweetheart of the chapter, Carol Leggitt. Sigma Chi Alumni and their fleet of Caesar IPs made the trip to Lakeland to record time after a night delay on departure from Middleburg, Gate One. After a fantastic reception and a little bit of navigation we made our way back to Daytona Beach, despite encountering some IFR conditions, although reports called for clear weather. Congratulations to the new bride and groom and also to Dave hitters and Cheryl Jodock in their induction into the Alpha High Moon Club.

Although finals are just around the corner, everyone is looking forward to the annual White Rose dance. Many alumni from all over the country plan to be here for this event and we're all anxious to see them again and find out how they are doing. It is to be held at the Grand Casino and according to the agent it looks like the perfect evening. We've also got a Christmas party planned during final week, it will be our last chance to get together and say goodbye before our long awaited Christmas vacation.

For a change, Delta Chi spent nearly a week this past week. Our happy hour was started off around 7:30 with lots of good company and alcohol. As usual, things got a little rowdier as the night went on. Once again, several of us ended up at the Sigma Phi Delta house. We were well entertained by the hospitality and have Sigma Phi Delta jobs for our Happy How this Friday night.

A reminder to everyone is running out and on the pledge's raffle of two fine steaks to the upcoming Daytona 500. The drawing will be held during the last party of the tri and probably the last good time before finals start in full force. Also, corporate pictures will be taken tonight from 6:30 to 8:00 at the Sigma Chi house. We're a cast and tie being $5.00 no pictures!

This will be the last article of the trimester, so we would like to wish everyone happy holidays and, of course, good luck on exams.

By P.J. Lee

As another trimester draws to a close I would like to wish everyone a very Merry Christmas and a Happy New Year. I would like to extend best wishes to all the graduates, especially to Marty, for good luck in the future. This will be my last article as brother Jim and myself are taking spring break, so we also say goodbye to Brother Billy. All are not leaving though and I would like to extend welcome to new members of the chapter.

We had our last official work-business meeting. We held a good meeting and made some cash. Had our last business meeting to finish up the gam. And a surplus, Brother Billy, one of the original 13 brothers came to the party, a good evening all around.

We are looking forward to the Spring Semester. It will be one of growth and expansion. Watch out for us because we will be bolder, your way bigger and stronger than ever before. We will be looking for new people, maybe you.

Well, good luck on finals, good luck to all the graders. Have a safe holiday! And I'll see you all in May!
Libyan Students

Arrive For Training

The first of a group of Libyan students have arrived to commence training under a contract with the Libyan Air Force which is equivalent to our General Aviation. This group consists of twenty students in all, and of these, if it’s possible, better social workers.

The Christmas party, scheduled for this Saturday, December 10, will be the last social function of the Vice Club this year. The evening will be for all members and their guests and promises to be the best of all. There is a gift exchange planned, for details contact the vice president.

The Vice Club sports machine has been challenged once again. Tuesday was the first of a two game playoff in a volleyball tournament. The big Blue is coming off a fourth consecutive year flag football championship and should be tough competition for the fighting Vikings, having won the volleyball championship during summer 1978. Hopefully the club has brought home another victory this week.

Now that the trimester is coming to a close, it is a good time to start bringing in your own books to the Used Book Store in the Dormitory. The Vice Club officers and the student body appreciate you buying your books from the club. The proceeds from what you think your book is worth by letting us sell it for you. All members are urged to make sure their fellow students are aware of the used book store, the point is to make this store that we so valuable to all, and to have the student body come by the store, at the sale price, the price set by the student body. The student body is there to benefit the student body, it is a place to exchange, it is a place to learn, it is a place to exchange ideas, and so on.

A new course begins with the fripering ’79 trimester entitled: Aviation Maintenance Program, (AVROC). This is the main objective of the course, the student body and I can say that we are proud of, these students and with them the best of luck.

That’s all for this trimester, we’ll be looking for you all next year, old as well as new members. Don’t forget our club picture will be taken tomorrow (Wed, Dec 14). When the meeting at 7:00 p.m. Your attendance is very important to the Faculty/Staff Lounge.

AVROC

by Mike Steven

As the trimester winds down to an end, the time to begin look ahead to next trimester. Next trimester has a lot in store for the club. A field trip to an aircraft center in Jacksonville is slated for around the 4th week of January. Also a tour of the F-15’s in Naval Air Station at Jacksonville.

So for this past trimester, six members have been selected for Naval Aviation in the Aviation Reserve Officer Candidate Program, (AVROC). This is the main objectives of the course, the student body and I can say that we are proud of, these students and with them the best of luck.

Aviation Maintenance

by Mike Steven

All professionals maintenance items which a pilot can per- form are covered by FAR 32.3 (h), will be explained, demonstrated, as well as position. The course is open to all FAA certified pilots. Plan to attend this information course the next trimester.

The Aviation Maintenance Technology next will offer for a new course beginning with the spring ’79 trimester entitled: AMT 301, Aircraft Maintenance for Pilots. The three credit hour course will meet Monday, Wednesday and Friday at 6:00 p.m. for three credit hour. The course will provide the student with a fundamentals knowledge of aircraft maintenance from a pilot and aircraft owner’s point of view.

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Piedmont Airlines ERAU To Get Flying Tiger Portraits

By Tony French

Several all-purpose portraits of the original Fying Tiger pilots will be on permanent display here. The Flying Tigers were the original American Volunteer Group (AVG). The collection of original portraits of the first members killed in service to their country, but lost in the first month of active combat with the AVG's first wing, flight leaders, squadron leaders, and others who died in action or while working with the Flying Tigers.

The collection was donated on behalf of the states of the late William D. Pawley, founder and first leader of the air combat group. The group of 4 F-40 Warhawk pilots was established in 1940 to aid Nationalist China's Air Force. Pawley was largely responsible for the U.S. air group's support of the AVG. This support came about because of talks between Pawley and Chinese representatives in 1939. Because of Pawley's previous experiences with China and aviation, he became the prime motivator behind the program.

The first commander of the Flying Tigers was Major Clarence Chamberlain, who gained distinction as a master of aerial pursuit tactics when he formed "The Three Men on a Flying Tiger." Chamberlain was one of those who perfected then unsurpassed flight techniques, which later became the basic canopy of all military airmen.

The support of the AVG was needed sooner than expected. While the Flying Tigers were still being formed, Pearl Harbor was bombed. Pawley and Chamberlain dispatched a squadron of 10 planes to Singapore. However, two weeks later the squad was in action, encountering enemy aircraft, destroying 15 enemy fighters, and losing only three of the Flying Tigers' craft, which was a typical performance of these amazing machines. During their career, the Flying Tigers shot down 270 enemy aircraft, losing just 15 of their own.

The artist who painted the portraits, Raymond P.B. Neilson, has produced works for display in a Paris museum, for the private galleries of the late president Franklin D. Roosevelt, and for Prince William Churchill.

Pawley, who died in January, was a hero of the AVG. Pawley, a Tuskegee Institute graduate, served in 1942 on the executive committee of the National Association for the Advancement of Colored People and the Tuskegee Airmen's auxiliary. Pawley also was co-founder of both the Tuskegee Airmen's auxiliary and the Tuskegee Airmen's auxiliary for the Women's Auxiliary for the Tuskegee Airmen.

In May, Pawley was honored with a $95,000 contract by the State Department for works of art to be given to the government of Vietnam. This contract will provide for the purchase of 250 works of art by artists from Vietnam.

In August, Pawley was awarded the Congressional Gold Medal for his work in art education for his work in the art education program of the Tuskegee Institute. He was also a member of the board of directors of the Tuskegee Institute.

In November, Pawley was named as the recipient of the American Academy of Arts and Letters' Gold Medal Award for his contributions to the arts. This award is given annually to a person who has made significant contributions to the arts in the United States.

The contract also provides for Rockwell to support Oriental post-flight operations at NARAN's Drayton Flight Research Center, Edwards, Calif., following landing there. The Orient will land at Dryden following each of the first four missions.

Rockwell will have private use of the airport, with permission for flight operations and systems required for research and testing purposes.

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THANK YOU
In behalf of my husband, Assistant Professor, Robert R. Rogers, and myself, the students and faculty of Embry-Riddle particularly Miss Bob Brown, Dean Dileen and President Jack Hunt for their help and encouragement in furthering my aviation career with the ERAU. My husband has taken a contract flying for a German airline and has invited me to Germany. He has been named Project Manager of the enterprise. I know he has been an inspiration to those young future airline pilots and engineers. Here is one tiny kid, aviation is for the strong!

The skies the limit - best wishes and safe landing.

Mrs. Robert (Jan) Rogers

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The skies the limit - best wishes and safe landing.

Mrs. Robert (Jan) Rogers
Northrop 1st F-18 Major Assembly Sets On Schedule

LOS ANGELES -- Aug. 19, 1977 -- Assembly of the first major components for the U.S. Navy's new F-18 Hornet strike fighter began on schedule this week at Northrop's aircraft manufacturing facility in Hawthorne, Calif.

Witnessed by many of the company's 2,500 employees currently involved in the F-18 program, the milestone event marked the start of production of the new aircraft's center and aft fuselage sections. This assembly procedure signals the beginning of the final manufacturing process that will lead to the first flight of the initial F-18 in the fall of 1978.

The U.S. Navy, citing the F-18 "our single most important aviation development program," in its 1977 posture statement to Congress, has indicated a requirement of 811 Hornets. Earlier this year the Navy reported to Congress that the F-18 program "is doing well, is on schedule and has met all technical milestones to date." This week's unannounced start of final assembly of the first of the new F-18's marked the continuation of this record.

In addition to the Navy's use of the F-18 in both the fighter and attack roles, the Marines will utilize the Hornet in both a light attack and air defense role. Admiral J.L. Holloway, Chief of Naval Operations, has characterized the aircraft by stating that "in its cost class, the F-18 provides unprecedented capability to perform the Navy's fighter and attack missions."

A prototype of the F-18 has been conducting tactical demonstrations at a number of Navy and Marine Corps bases. U.SN and USMC operational pilots and command personnel have witnessed the F-18 prototype demonstrate what the aircraft will do in the combat arena. Commenting on his own flight experience in the aircraft, a top Navy fighter pilot said that in certain circumstances the prototype F-18 flying today "is superior to any tactical fighter we have in the Naval inventory." One Navy fleet commander said "it will give the attack pilot performance he's never had before."

Two F-18 prototypes have accumulated nearly 500 hours of flight test and demonstration time.

The Navy has scheduled the F-18 to enter fleet service in the early 1980s, after an extensive flight test program.

Northrop, in a unique training agreement with McDonnell Douglas, St. Louis, prime contractor on the Navy F-18, is responsible for building the center and aft fuselage, including engine installation, and the vertical assembly of the new aircraft that will eventually replace two airplanes -- the F-4 and A-7 -- currently in Navy operational service. The assemblers started this week on the first major portion of the F-18 to be constructed and will ultimately be shipped to St. Louis for final assembly of the aircraft.

Northrop's F-18 assembly area, including several large production buildings, was built and ready for the final assembly phase ahead of the schedule required to meet the Navy's F-18 development program. The unique manufacturing techniques used in the F-18 assembly have been developed from manufacturing technology derived from the company's continuing F-4 and F-38 procurement. The large rotating jigs can move an entire part of the aircraft as the most efficient work cell.

Delta To Inaugurate Atlanta-Denver, Atlanta-Tulsa Service

Delta Air Lines will inaugurate nonstop and direct service to Denver, and nonstop, Atlanta-Tulsa service in the summer of 1978.

Delta's new service to and from Atlanta-Denver will feature six daily roundtrips, four of which are nonstops eastbound (Denver to Atlanta) and three westbound (Atlanta to Denver).

For passenger and shipper convenience, they have been scheduled to operate throughout the day, Delta's new schedule includes a 249-passenger Lockheed L-1011 and Boeing 727-200's.

It is also planned to operate nonstop service between Tulsa and Atlanta, as well as north through the eastern U.S. and then west to Denver.

Delta's newschedule feature nonstop service from Denver to Atlanta-Tulsa.

Delta's Atlanta-Denver service will feature four daily roundtrips, four of which are nonstops eastbound (Denver to Atlanta) and three westbound (Atlanta to Denver).

For passenger and shipper convenience, they have been scheduled to operate throughout the day, Delta's new schedule includes a 249-passenger Lockheed L-1011 and Boeing 727-200's.

Delta's new Atlanta-Tulsa service will feature three daily roundtrips, four of which are nonstop eastbound (Tulsa to Atlanta) and two westbound.

Delta's new Denver-Tulsa service will feature two daily roundtrips, four of which are nonstop eastbound (Denver to Tulsa) and two westbound.

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But stopping is just as important as going. So Rabbit is equipped with large front wheel disc brakes. And this year, the optional brake booster has been enlarged for faster, easier stopping. For safety, there are dual diagonal brake shoes. So even if one fails a second is still there. And in case of a front wheel blowout, Rabbit's cushioned suspension and optional rear seat suspension will help maintain directional stability.

Underneath it all, Rabbit is a noted steel frame facsimile with weight delivery of rear wheels. This cage is reinforced in an engine compartment at front and rear in both back of which are designed to absorb energy in the event of an accident. The roof is supported by six 948 points. And the doors are reinforced with steel interlining. And if you choose the Deluxe Rabbit, you'll get front seat belts that put themselves on as you sit yourself down.

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